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16 June 1958

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Dear Dan:

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This is a proposal for the unit and system environmental testing and for the flight testing of System 4 which you have recently been discussing with [REDACTED]

System 4, Serial No. 101 through 104 have been unit and system environmentally tested and Serial No. 105 is currently being unit environmentally tested. Experience to date has shown that a thorough environmental testing of each unit and the subsequent rigid system environmental testing of the System as a whole have more than proven their worth in the eventual operational reliability of System 4 in the field. For this reason, we are recommending in this proposal that these tests be continued for each of the remaining System 4's.

Flight testing of Serial Nos. 101 through 103 has been completed and Serial No. 104 is presently being flight tested. We have included flight testing as part of this proposal as it was specifically excluded from our original System 4 proposal (CMCC Document No. 151X5.756, dated 4 October 1957).

At your request we recently submitted a proposal for the rework of Serial No. 102 (CMCC Document No. 151X5.1153, dated 10 June 1958) which contained costs for the rework of the System and for its unit environmental testing. System environmental testing and flight testing for the reworked Serial No. 102, however, are included in this proposal.

The attached Statement of Work designates specifically what testing we propose to do on each System 4. The Delivery Schedule shows the date on which we believe each System will be delivered to the customer in a fully operational condition. This schedule is based on our experience to date and includes the thirty-day change in delivery of Serial Nos. 106 and 107 which was caused by the additional 1A/1B, 8-9 and 10 units ordered for installation on Serial No. 101.

In the attached Cost Estimate, the estimated costs for this program are divided into Requirement 1 and Requirement 3. Under Requirement 1 are shown the estimated costs for system environmental testing and flight testing of Serial Nos. 101 and 102 and reworked Serial No. 102. No costs are shown in this proposal for the unit environmental testing of Serial Nos. 101 and 102 and the reworked Serial No. 102, as these costs were included

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NO CHANGE IN CLASS. X

IT TECH ASSIGNED

CLASS. CHANGED TO: IS S C 2012

NEXT REVIEW DATE:

AUTH. HN 70.2

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in the R&D costs for each of these Systems. Requirement 3 shows the estimated costs of unit environmental testing, system environmental testing and flight testing of Serial Nos. 103 through 107. The total estimated cost for this proposal is [REDACTED] cost is [REDACTED] and the total estimated cost including fee is [REDACTED]

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As [REDACTED] mentioned during his recent visit to Headquarters, the majority of work covered by this proposal can be performed within the present contract funding. However, the estimated cost for system environmental testing and flight testing the reworked Serial No. 102 and the costs contemplated for the testing of the additional Systems were not covered in the original estimate, thus a total of [REDACTED] in new funding will be required.

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We are, of course, routinely flight testing each System prior to delivery. As you have agreed with [REDACTED], however, we will request your specific approval before starting the unit environmental testing or system environmental testing of each System. We are presently ready to start the system environmental test on Serial No. 105 and request your permission to proceed.

We are enclosing three extra copies of this proposal for forwarding to [REDACTED]

Sincerely,

[REDACTED] 25X1A

Enclosures:

Copies 1-3 of the following classified documents:

1131X5.151

1132X5.217

1134X5.77

25X1A

cc:

[REDACTED] Copies 4-6 of the above classified documents

- AGO - Copy 7 of the above classified documents

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